

STOP TROUBLE ABOUT BUMPER

Automotive Engineers Have Plan for Standardizing Work

Two subjects of general interest to automobile owners will be acted upon by the automobile engineers at the summer convention of the society of Automotive Engineers at White Sulphur Springs, W. Va., which opened June 20. These are the standardization of passenger car front-bumper brackets and crankcase drain-plugs.

The bumper mounting, which has been proposed for standardization by the Paris and Fittings division of the S. A. E. Standards committee, calls for the plain bolt-on type widely used at the present time. Manufacturers have indicated that if a standardized mounting of this type is approved they will drill the frame horns so that the second rivet hole of the frame horn can be used for the first bolt of the bumper bracket. In some cases it will be possible to use the last bolt-hole of the bumper bracket for the first bolt of a shock absorber.

It will, consequently, be a simple proposition for service stations or accessory dealers to equip passenger cars with front automobile bumpers as no drilling of the frames will be required as at present. Such drilling, as done at the present time often weakens the frame due to proper judgment not being used in locating the holes. As bumpers are being used as standard equipment by more car manufacturers each year, the adoption of the standard will make it an easy matter for passenger-car manufacturers to equip their cars with bumpers as standard equipment, and if it is found advisable to change from one make of bumper to another, it can be done readily as practically all bumpers will be interchangeable.

EXECUTIVE MANSION BRINGS TINY PRICE

NASHVILLE, Tenn., July 1.—Tennessee's executive mansion, which cost \$65,000 in 1921, was sold at public auction Friday for \$710.

The executive mansion has been the home of five governors and the site of many notable events of both political and social significance.

The sale of the building was made because of the plans to build a memorial park.

INSTALL AUTO STOP SIGNAL

Method of Flashing Rear Light Is Declared Easy One

Install your own stop signal. It's simple, requires a knowledge of only the elements of electricity and is easy to attach to the car.

The principle of operation is simple—merely closing of an electric circuit through depression of the brake pedal. Many intricate stop signal systems with all sorts of resistance, relays and special lamps, are being sold. But they perform no better than the simplest signal. In fact, some automobile manufacturers discourage their use because their wiring is complicated and they "eat up" more battery current than their purpose justifies.

All that is needed for an ordinary stop signal connection are two metal contacts below the brake pedal, a two-candle-power lamp for the dash, a 21-candle-power lamp for the rear signal, an old red-glass oil lamp and the necessary wire.

The diagram shows how the connections should be made. On side of the battery and one side of the signal lamp are grounded to the chassis to complete the circuit. From the other side they are connected in series through the brake pedal, the lamp to the pedal direct, and the battery to the contact which is touched when the pedal is pressed.

The dash indicator usually uses up much current that it is best to connect it so that it will glow only when the pedal is first depressed and will go out when the foot is pushed down farther.

This is accomplished by making a double contact and connecting the dash indicator in series with the lamp. When the pedal is depressed from its position at 1 to 2, the dash indicator is lighted, but the rear signal is still dark. This is because the indicator uses up nearly all of the voltage for the lamps.

When, however, the pedal is depressed further to 3, the signal lamp gets a direct current from the battery and the indicator goes out.

By this system, therefore, there is only a flash of the indicator to show the driver that his stop signal is working. When the brake is released the indicator flashes again momentarily and the driver knows the lamp is out.

JAPANESE TO SIGN TREATIES PRIVATELY

TOKIO, July 1.—(By the Associated Press.)—Approval by the privy council of all the treaties adopted by the powers at the Washington arms conference today had left the prince regent's signature the only formality remaining in Japan's final seal upon the decisions aimed at world peace.

While there has been some talk of the sovereign authorities of all the treaties simultaneously, Japan is unlikely to wait this. The regent is expected to sign the treaties before his departure on July 6 for Hokkaido. He presided at the privy council meetings, where the treaties were approved, and naturally will follow the recommendation of his advisers, whom he entertained at luncheon after the final session.

Secretary Taketomi of the foreign office will take the treaties to Washington as soon as they are signed. There ratifications will be exchanged.

RUBBER FROM STRANGE LANDS

Product Shipped to United States In Many Unusual Forms

Crude rubber differs so much in appearance from manufactured rubber that only those familiar with it would be likely to recognize it as rubber. During the war, when the allies were taking such stringent precautions to prevent rubber from reaching Germany, the secret service men had to receive special instructions so that they would know rubber when they saw it.

Rubber is obtained from many plants and trees in the tropics and it reaches the markets in many widely varying forms. But the fine grades of crude rubber, the smoked sheets and pale crepe from the great rubber plantations of the far east, and the rubber obtained from trees that grow wild in the jungles of the Amazon.

Crude rubber comes to the manufacturers today in much better condition than when the industry was young. Then many of the inferior grades were slimy, foul-looking messes that were anything but pleasant to handle. Modern methods have produced many changes and the rubber comes in today, especially in the finer grades, looking almost good enough to eat.

Para rubber makes its way to the markets in the form of "biscuits," large balls weighing about sixty pounds each. They are a rich brown in color. The native worker in the Amazon district makes these biscuits by dipping a wooden paddle into the latex—the liquid form in which rubber comes from the trees—and then holding the paddle with the rubber that adheres to it in the smoke of certain leaves and nuts until the latex is coagulated. When the first layer is thoroughly smoked, the paddle is again dipped, layer and all, and the second layer given the smoke treatment. So the biscuit is built up, layer upon layer until a ball of the desired size is made. The methods used are very crude and the workers are none too careful, and it is necessary before the rubber is used in manufacture to give a thorough cleansing to remove impurities.

Into the production of crude rubber on the plantations of the far east, on the other hand, have gone the ingenuity and resourcefulness of the scientific minds of the white race with the result that the rubber coming from the plantations is largely free of impurities and carefully packed. Each plantation has its own ways as to the best form of preparing the rubber for market, but it comes chiefly in three forms, smoked sheet, thin pale crepe and thick pale crepe.

As its name implies, smoked sheet has received a smoke treatment, but the crepes are unsmoked. Crepe takes its name from its resemblance to paper crepe.

The thick pale crepe looks so much like tripe that if some of it were displayed in a butcher's window a housewife would likely ask for "a couple of pounds of that nice looking tripe in the window." It is made up in sheets about one-half inch thick and has a lemon tint. This crepe is made in sheets about as thick as heavy flannel and looks like flannel, the lemon color being more pronounced.

AUTO NOTES

Water, oil and grease are detrimental to tires.

Drain the crankcase while the engine is still warm.

Ninety per cent of the milk supply of Los Angeles is delivered by motor truck.

In one day in May, 1944 applications were made for automobile licenses in New York city.

Let your spare be a used tire to make it less attractive to the auto thief.

Smoke from the exhaust is due to too rich a fuel mixture or too much oil in the combustion chambers.

Gasoline consists of about one-third of the crude oil from which it is distilled.

Compression pressure of the average automobile engine is from 60 to 70 pounds to the square inch.

SOUTH AFRICA SEEKING CARS

Ample Market for Automobiles Shown By Federal Report

WASHINGTON, July 1.—American automobile manufacturers would do well to cultivate the South Africa market, according to information conveyed to Secretary of Commerce Herbert Hoover by Perry J. Stevenson, trade commissioner at Johannesburg.

That there are more car owners in proportion to population in South Africa than in any of the countries of Europe is one of the surprising statements in the trade commissioner's report.

"During 1929, especially when imports were running into large figures, fears were often expressed that the market was dangerously near the saturation point and that future sales would consist only of replacements," says the report. "Investigation, however, reveals a wide margin between the present number of cars and the potential market for automotive products."

Statistics show that during the 5 years, 1917-1921, the Union of South Africa (comprising the Transvaal, Orange free state, Cape Colony and Natal) imported 21,265 motor cars. Making allowance for cars re-exported and those held in bond, it appears that the motor trade in the past five years has sold on the average 4,536 passenger cars, 375 chassis and 135 trucks—a grand total of 5,046 motor cars per year. Relying on these figures and on the 1929 census, when there were 25,084 cars in the union, it is estimated that there are now approximately 32,000 motor cars in operation.

"On the basis of white population," the report continues, "this makes South Africa the largest car market per capita in the world, outside of the United States, Canada and New Zealand. One in every fifty white people owns a car in South Africa, as compared with one in ninety-six in Great Britain, one in 152 in France, one in 230 in Belgium, one in 1,050 in the Dutch East Indies, one in sixty-eight in Australia and one in forty-two in New Zealand."

"Local farmers are becoming more and more progressive and are adopting labor-saving devices of all kinds. The use of labor rises and the supply becomes less abundant, a tendency toward use of cars and trucks will steadily increase."

In addition to the potential buyers on these there are in the cities some 42,500 possible purchasers of motor cars, with salaries ranging from 400 pounds to 1000 pounds per year. Furthermore, a large percentage of the 17,000 motorcycle owners in the union may gradually enter into the car owning class. Outside of this, it is estimated that the increase in population, amounting to 11.5 per cent in the last 10 years, will add in the next year another 35,000 motorists to the present number. This appears to be more probable as the high commissioner for South Africa in London reports that most of the present immigrants are well supplied with cars.

The Asiatic population of 164,000 also includes a number of motorists, but any estimate based on their present motor vehicle ownership is, for the present, more academic than commercial.

"Price is one of the important factors favorable to the marketing of American cars in South Africa. Advantage should not be dissipated."

BRAVE YOUTH DIES OF GHASTLY BURNS

PORT CHESTER, N. Y., July 1.—"I did it because I didn't want the fellows to think me yellow."

Fourteen-year-old Thomas Murray smiled bravely as he uttered these words just before he died Friday of ghastly burns. He was speaking to his father, seated beside the hospital cot.

Wednesday night the boy was playing "stump the leader." The leader climbed a steel signal tower on the New Haven tracks. Murray followed half way and then stopped.

"Come on. Don't be yellow," cried the leader.

Stung by the taunt the boy climbed up to the platform. "Do this if you can," he called to his fellows, and bent perilously over the edge of the platform.

Accidentally he touched a high tension electric wire, was hurled back onto the platform and his clothes set afire. For two days he lay unconscious in the hospital.

Then a moment of clear thought, his explanation to his father, and the end.

AUTO THEFTS ARE GROWING

Four Year Figures From 28 Cities Show Large Increase

ST. LOUIS, Mo., July 1.—Automobile thefts seem to keep right along with automobile production, according to statistics of 28 "index" cities for which complete four-year figures have been kept by the National Automobile Dealers' association.

Those 28 cities show that 37,554 motor vehicles were stolen in 1921 and 21,273 recovered. The number unrecovered was 40 per cent of the total, the highest noted in the four years, indicating that the thieves not only are keeping abreast of the production but forging ahead of the police departments and the legislative bodies in means devised to safeguard the owner.

A summary of the four-year figures for the 28 cities follows:

	1918	1919	1920	1921
Stolen	27,445	33,598	30,046	37,554
Recovered	21,673	24,740	21,273	26,517
Unrecovered	216	266	296	406

New York again heads the list with total number stolen, 6808. Chicago is a close second with 6799. Chicago recoveries, 4438, however, were greatly in excess of the recoveries in New York, 3451. Twenty-one cities showed a greater number stolen in 1921 than in 1920. Cleveland, Portland, Oregon, Seattle, Salt Lake, Columbus, Ohio, York, Pa., and Richmond, Va., showed fewer thefts in 1921 than in 1920.

"The greatest handicap under which the police are laboring in the recovery of stolen vehicles," according to C. A. Vane, general manager of the association, "is lax enforcement of laws to punish motor vehicle thieves. Courts are unduly lenient with this class of offenders. Charges are continued against such law-breakers until the patience of the witnesses is exhausted, finally resulting in dismissals and nolle prosequis."

A tendency was also noted during the 1921 depression, for owners of insured vehicles to conspire for the disappearance of the vehicles in order to collect the insurance. Numerous cities over the country reported the recovery of motor cars from quarries, pits and rivers, that had been reported stolen and which the police declare were clearly disposed of, with the connivance of the owner.

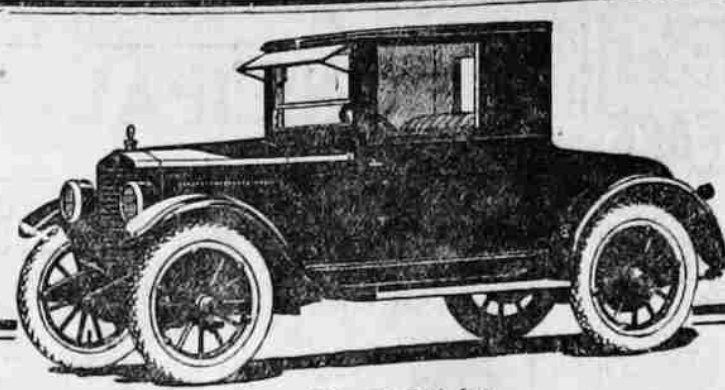
MONDELL GIVES CRITICS ANSWER

Economies and Equalizing of Tax Burden Claimed By G. O. P. Leader

WASHINGTON, July 1.—Reviewing "the achievements of congress," Representative Mondell, the Republican leader, hit back in the house Friday at its critics. Declaring that congress afforded the most "thorough" of all fields for criticism by those "denied by popular will" a place therein, Mr. Mondell said that those who were disappointed because congress declined to accept their views, or to accede to their demands, found it much easier to "damn congress than to defend their own position."

With those who criticized congress for purely partisan reasons regardless of the facts, Mr. Mondell linked newspaper editors "who, immersed in editorial sanctuaries, out of an entire lack of national viewpoint and complete isolation from the pulse of national sentiment, conscientiously or unconsciously reflect the selfish and provincial sentiment which filters through the editorial keyhole."

Without mentioning names, Mr. Mondell declared that as usual, congress had been assailed by "a considerable number of people and from



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E S S E X

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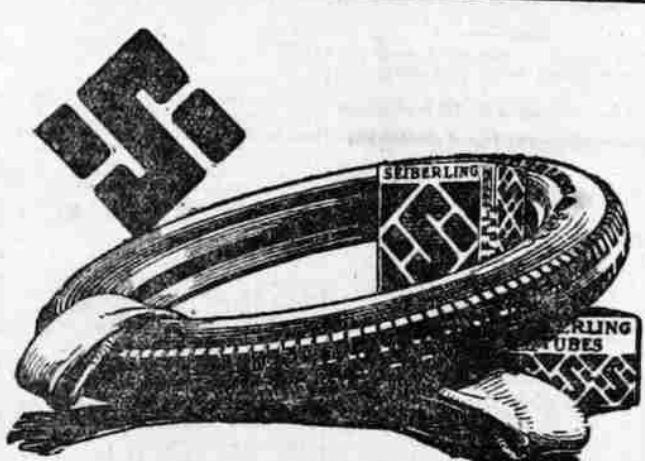
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